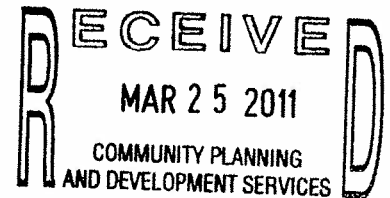




**MONTGOMERY COUNTY PLANNING BOARD**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**OFFICE OF THE CHAIRMAN**

March 22, 2011



Mr. John Tyner, Chair  
City of Rockville Planning Commission  
Rockville City Hall  
111 Maryland Avenue  
Rockville, Maryland 20850

**SUBJECT:** City of Rockville Draft MD 355 Corridor Neighborhood Plan

Dear Mr. Tyner:

At the regular meeting of the Montgomery County Planning Board on March 3, 2011, we reviewed the City of Rockville Draft MD 355 Corridor Neighborhood Plan. Participants in our discussion included David Levy, Rockville's Chief of Long-Range Planning and Redevelopment; Peter Campanides of the City of Rockville's Department of Public Works; and Reena Matthews and Eric Beckett of the Maryland State Highway Administration (SHA). The Planning Board would like to transmit these comments for your public hearing record and upcoming worksessions.

The Planning Board is supportive of the City's efforts to enhance Rockville Pike into a mixed-use destination with new public spaces, an improved walking and biking environment, and a new local street network. Rockville Pike will be transformed into an urban boulevard. In addition, the proposed Form Code and policy recommendations in the Draft Plan would advance development implementation for the City.

The Planning Board is concerned, however, about the relationship between the City's Draft Plan and its relationship to the Montgomery County Department of Transportation (MCDOT) Bus Rapid Transit (BRT) Study. The Draft Plan for Rockville Pike proposes bus lanes on service roadways, which may limit the potential for integration into a more comprehensive BRT system along Rockville Pike.

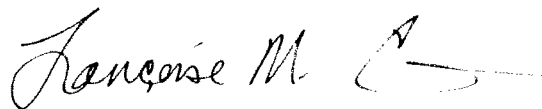
Implementing priority bus treatments along Rockville Pike (MD 355) and other major corridors is an important countywide objective. The functional coordination and facility design along Rockville Pike will need to be determined after review of the MCDOT Countywide BRT study to be completed this spring. The White Flint Sector Plan has explicit language indicating that the MCDOT BRT study will be used to make a final determination on the MD 355 right-of-way and location of priority transit treatment. We urge the Planning Commission and Mayor and Council to incorporate similar language in your draft plan documents, and to revisit the issue after public discussion of the County's BRT study has been completed.

We provide the following additional comments on the Draft Plan:

- We support the general Plan vision to transform *Rockville's Pike* into a more walkable and transit-supportive urban community.
- We will continue to coordinate comments on BRT accommodation as both the MCDOT study and the City's master plan move through their respective review processes.
- We support the Plan's recommendation to reconsider greater levels of congestion in the vicinity of the Twinbrook Metrorail Station as potentially appropriate to support planned growth, and the investigation of innovative financing mechanisms to implement changes along MD 355.
- We support transportation policy recommendations, including reduced parking standards near Metro stations and enhancing transportation demand management requirements.

Thank you for providing the necessary information to make our review of the City's Draft Plan possible. We will look forward to working with your staff on a working group that the SHA plans to gather to help make county-wide BRT a success. Please feel free to contact my office if we can provide you with any pertinent information.

Sincerely,

A handwritten signature in cursive script, reading "Françoise M. Carrier".

Françoise M. Carrier  
Chair

FMC:ny:ha

cc: David Levy  
Susan Swift

Testimony to Planning Commission

Timothy Wojan

to:

rockvillepikeplan

03/24/2011 08:23 PM

Show Details

History: This message has been replied to.

I am writing mainly in response to the report in the 3/23/11 Gazette that highlighted the concerns of one resident that altering the current Pike plan will adversely affect business. The arguments are perfectly consistent with "Envisioning a Low Value Added Place" but as a resident of Rockville the current business on the Pike is not something to endear one to this city. In fact, before moving here my only impression of Rockville was of the Pike and I was fairly certain I didn't want to live near a place like that. The neighborhoods changed my mind, so I clearly see myself as a Rockville resident despite the Pike.

Changing that one negative to a positive could greatly improve the quality of life in the city. As an example, my family began taking weekend rides on the Millenium Trail. We used to do the whole loop but now just cycle the western half. Crossing the Pike is the most dangerous part of the ride so we just decided to turn around there. Were the Pike bikeable from the trail we would most definitely bike down the Pike to dine, shop and interact in a newly livable corridor.

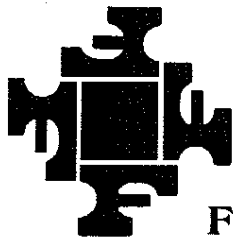
As a year round bike commuter I am probably not representative of most Rockville residents, but that may be changing rapidly. Of the new hires at my workplace in DC, more than half commute by bike at least some of the time. Most live in DC or Arlington and are taking advantage of the bike amenities being developed there. The real danger for Rockville is to miss out on this high income creative class that is attracted by the possibility of an active lifestyle and opportunities for street level interaction. I, like my younger colleagues, will go to Amazon.com if we are looking for a deal like those currently offered on the Pike. In fact, the only shopping I have done on the Pike in the past six months has been at Trader Joe's and REI--two types of establishments that could easily survive in a less car centric corridor. Going forward, the current big box model on the Pike will become less and less viable.

Tim Wojan

520 Lynch Street

Rockville, MD 20850

301-424-6538



## FORDHAM DEVELOPMENT COMPANY

Suite 1060  
7910 Woodmont Avenue  
Bethesda, MD 20814  
301-718-4220  
Fax: 301-718-4243

### WINTERGREEN PLAZA SHOPPING CENTER

March 26, 2011

John Tyner, Chairman  
Rockville Planning Commission  
111 Maryland Avenue  
Rockville, Maryland 20850

RE: Rockville Pike: Envision a Great Place

Dear Mr. Tyner and Members of the Planning Commission:

On behalf of Rockville Pike Joint Venture trading as Wintergreen Plaza Shopping Center, we are writing to comment on the proposed Rockville Pike Plan.

As the owner of a 10 acre shopping center in the heart of Rockville Pike, we are appreciative of the substantial efforts the City and its consultants have employed in drafting this innovative and far-reaching plan. Nonetheless it is essential that whatever plan is ultimately adopted must provide a frame work which is both market-driven and realistic in scope if it is to be ever be successfully implemented. In that regard, we respectfully offer the following comments:

1. Need for greater flexibility in design standards: Rockville Pike is compromised of parcels of a nearly limitless number of shapes, sizes, configurations and depths. Many of these properties have substantial physical limitations on their redevelopment potential, such as those shallow properties abutting the train tracks along the east side the North Pike. Although the proposed development standards in the plan may be appropriate for larger parcels along Pike, the Plan must allow greater flexibility and more practical alternatives for the redevelopment of these properties which are otherwise unable to feasibly comply with the new design standards.

2. Phased implementation: Even a casual inspection of the Pike reflects there are a number of older properties which are ripe for redevelopment in the near to intermediate future. The far reaching recommendations of the proposed Rockville Pike Plan, however,

will clearly take decades to implement. It is essential that any new design requirements be phased in over several years so that these properties which are due to be renovated and/or redeveloped in the near future will not be stymied waiting for the rest of the Pike to be redeveloped.

3. Adequate incentives for redevelopment: The Plan for a more urbanized Pike with its recommendations for a series of cross-streets, high quality architecture, reduced surface parking, substantial open space etc. will clearly require a far more costly path for redevelopment than has been historically prevalent along the Pike. If property owners - and their lenders - are to undertake the substantial costs and risks of such urbanized redevelopment, the plan must provide adequate and realistic incentives in terms of density and public contributions for these redevelopment plans to be feasible.

4. Parallel street extensions: We enthusiastically support the Plan's recognition of the need for the extension of roads running parallel to Rockville Pike. Specifically, the Jefferson Street extension and Fleet Street extension will provide a long overdue and logical means of mitigating the Pike's traffic distribution needs, and it will be complementary to the overall vision of the Rockville Pike Plan.

5. Signage: Notwithstanding the long-range plans for redevelopment, it is obvious that for at least the intermediate future, Rockville Pike will retain its primary focus on retail uses. If these uses are to retain their vibrancy, it is essential that any new plan recognize the continued need for adequate street signage.

In closing, before adopting a new plan for the Rockville Pike corridor, it is essential that the plan provide sufficient flexibility for the redevelopment of all parcels along the Pike and that it take into consideration the real world, market driven constraints on property owners.

Thank you for the opportunity to comment upon the Rockville Pike Plan.

Very truly yours,  
Rockville Pike Joint Venture  
Limited Partnership



Kim Nordheimer

RBAC support for Rockville Pike Plan

Breen, Nancy (NIH/NCI) [E]

to:

'Rockvillepikeplan@rockvillemd.gov'

03/26/2011 12:56 PM

Cc:

"rockville-bicycle-advisory-committee@googlegroups.com", Rockville RBAC

Show Details

### ***Rockville Bicycle Advisory Committee***

March 25, 2011

David B. Levy, Chief

Long Range Planning and Redevelopment

Rockville, Maryland

Re: RBAC Support for Rockville Pike Multi-modal Boulevard Project

Dear Mr. Levy:

I am writing on behalf of the Rockville Bike Advisory Committee (RBAC) to express strong support for the Rockville Pike Multi-Modal Boulevard Reconstruction Project. The Rockville Pike Corridor is the major transportation artery and retail destination for Montgomery County. The Pike is the face of Rockville and RBAC strongly supports transforming Rockville Pike into an environmentally-friendly corridor with designated, well-maintained space and parking for all modes of transportation.

In 2007, Rockville began an extensive public involvement program to re-design a 5-mile portion of the Rockville Pike corridor. This process has now established a vision for the future of Rockville Pike and recommends policies and implementation steps to turn that vision into reality. Implementing this program would lead to a fundamental shift in Rockville because it would balance travel modes (automobile, transit, bicycling, and walking) along the Rockville Pike and create an attractive and viable place to support this balance.

This project is vital to Rockville and our entire region because it will:

- Improve the efficiency and safety of the Pike by separating slow-moving local circulation from high-speed motor vehicular traffic
- Add a continuous lane exclusively for busses and bicycles that will increase bicycle safety and encourage bicycle use
- Enhance the physical environment by providing public amenities such as wide sidewalks, open space, and landscaping that will encourage distinctive and pedestrian-friendly redevelopment
- Implement Smart Growth principles by encouraging mixed-use development and higher density close to transit
- Reduce pollution from transportation
- Reduce accident rates and congestion
- Promote private investment and economic development along the route
- Promote public health and physical activity by encouraging walking and cycling in what is presently an almost exclusively auto-centric transportation environment

RBAC strongly supports these outcomes.

RBAC also would like to comment on specific aspects of the project

- Pertaining to the lane devoted exclusively to busses and bicycles: While we support this aspect of the project, we know from the experiences of other cities that, for the lane to be used as intended, it will be critical for the
  - Lane to have prominent pavement marking and signage indicating the dual purpose of the lane
  - Rockville Police Department to strictly enforce this policy. Unless strictly enforced, taxis and other motorized vehicles tend to double park in bus/bike lanes. Therefore, support of the Rockville Bike Advisory Committee is contingent on strong enforcement of the limited access policy.
  - If the above conditions can't be met/guaranteed, RBAC would prefer a separate marked bike lane. Many cities are moving toward dedicated "cycle tracks" which protect cyclists from other traffic and this is another option to consider
- Of the two Alternatives presented for Rockville Pike intersections, RBAC supports Alternative 2. Alternative 1 presents problems for bicyclists, pedestrians and drivers of motorized vehicles. Alternative 2 seems to us to be the far safer alternative. Drivers can only turn right from one lane --not three. This alternative would create a much safer intersection for pedestrians and bicyclists. The service road would end but cyclists could continue straight through to the cross street in clear view of oncoming vehicles. The Maryland law allowing cycling through cross walks further enhances the safety of Alternative 2
- Other important features that need to be addressed
  - More frequent connectivity between Rockville Pike and parts of Rockville that are east of the Pike is needed. As the plan points out there are few options for crossing metro and more are needed. A possible design for cyclists and pedestrians is the bridge crossing metro off 355 near Manakee.
  - Linkages for cyclists and pedestrians north and south of the Rockville development
  - Conveniently located, sheltered bicycle parking to further encourage cycling
  - High-level maintenance of sidewalks and bus/bicycle lanes

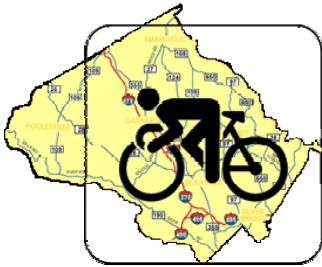
The Rockville Bike Advisory Committee strongly supports redevelopment of Rockville Pike into a Multi-modal Boulevard. The committee believes it will transform Rockville Pike into an environmentally-friendly corridor bustling with economic activity that is appropriate for all modes of transportation and that will reduce environmental pollution, improve public health and promote community life in Rockville.

We commend city staff and elected officials for both the process and the design of this project. Please do not hesitate to contact me with questions, concerns or ways in which the RBAC can be of assistance.

Sincerely,

*Nancy Breen*

Nancy Breen, Chair  
Rockville Bike Advisory Committee



## Montgomery Bicycle Advocates Montgomery County, Maryland

March 25, 2011

David B. Levy, Chief  
Long Range Planning and Redevelopment  
Rockville, Maryland

Dear Mr. Levy:

Please accept these comments from MoBike (Montgomery Bicycle Advocates) regarding the Plan for the Rockville Pike. MoBike is an organization dedicated to supporting bicycling in Montgomery County. We wholeheartedly support Rockville's vision for remaking Rockville Pike, and we commend your efforts to accommodate bicyclists to a degree the Pike has never seen.

### **The Multi-Way Lane Configuration**

Instead of alternatives 1 or 2 in the plan, we recommend a multi-way model similar to K Street NW in D.C. On that road, drivers in the service lanes may turn right or go straight, with no stop sign (just the signal). Drivers in the main lanes may not turn right. The biggest advantage for cyclists is that riders going straight don't have to contend with drivers on their left who are turning right, the cause of many accidents (including a fatal one in D.C. two years ago). This is especially important for less experienced riders. The other bike-related benefit is that cyclists can proceed straight through intersections (when the light is green) without having to stop, wait or become a temporary pedestrian. For pedestrians, a strong advantage is that only one lane of cars can make right turns from Rockville Pike across their path. Please see figures 1 and 2 below depicting K Street.



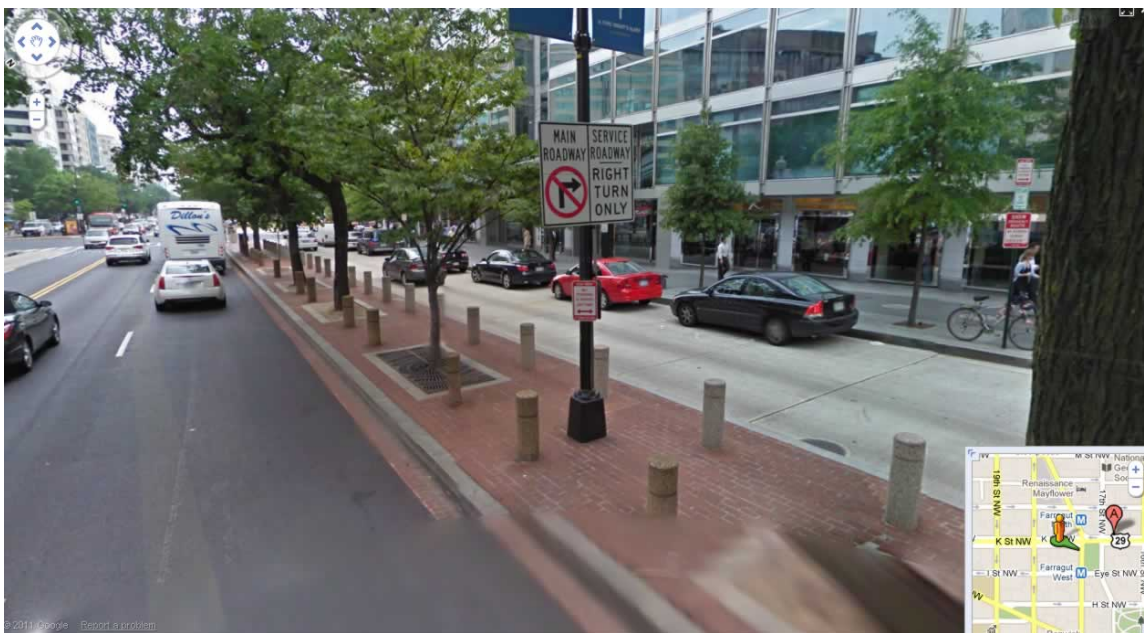


Figure 1. K St. NW approaching 17<sup>th</sup> St. NW. See the sign stating how right turns are made.



Figure 2. K St. NW at 20<sup>th</sup> St. NW. Note the oncoming taxi going straight while in the service lane.

### The Shared Bus-Bike Lane

We are not opposed to the plan's recommendation for a shared bus-bike lane, although we normally prefer dedicated bike lanes that are not shared with buses, as buses may intimidate some riders. Concerns over interference between the bike lane and loading/unloading buses are misplaced. Dedicated bike lanes on streets with bus stops are extremely common in Washington D.C. and other jurisdictions. A key question is how will the left-hand service lane and the bus-bike lane will interact. Presumably, car

drivers will have to shift into the bus-bike lane to make right turns. What are bicyclists to do in these situations? Will they be "right-hooked" (cut off by drivers turning right in front of them)? The plan does not provide enough detail in this regard. Bicyclists should be consulted on these issues as the design gets further hammered out.

### **Alternative 1 vs. Alternative 2**

Of the two alternatives presented for Rockville Pike intersections, Alternative 1 creates severe operational problems for bicyclists and creates difficulties for pedestrians and drivers as well. We recommend strongly against it.

Alternative 1 suffers from the fact that the sidewalks along Rockville Pike don't line up with the crosswalks, which forces bicyclists and pedestrians to cross the service lanes unnecessarily. Pedestrians trying to cross the side street must first cross over the service lanes, then cross the side street, then cross back over the service lanes. In reality, many pedestrians (and bicyclists) will just cut straight across via the shortest route, ignoring the crosswalks. For bicyclists the problem is worse. Included below is Figure 5.23 from the plan. It shows two happy-go-lucky bicyclists who have yet to realize they're in no-man's land and will have to make their way across the service lane to their left in order to continue straight. The plan appears to call for riders to stop at the stop sign (not shown) and then, from their position in the middle of the right lane, become pedestrians and turn to their left, enter the perpendicular crosswalk in the middle, and proceed to the end of that crosswalk to reach the crosswalk that goes across the side street. After they cross the side street, they must repeat the process in reverse to get to the bus-bike lane where they may rejoin the traffic flow. All of this must be done while drivers are turning right from two or three different lanes to the cyclists' left. At least the cyclists in the picture aren't contending with a driver on their left (yet).

To improve Alternative 1 somewhat, you could extend the bus-bike lane all the way across the intersection for cyclists only (all other vehicles would have to turn right) and relocate the crosswalk that's parallel to Rockville Pike over to the right side of the service lanes (so they line up with the sidewalks). But this would put the bike crossing so far from the main lanes that cyclists might not look for drivers turning right from the main lanes (who would have the right of way), and it doesn't solve the problem of so many lanes turning right.

Alternative 1 also features a tricky mid-block weave situation between the main lanes and service lanes. No doubt drivers will find the maneuver awkward, which puts bicyclists around them at risk. Cyclists trying to merge into the mainline (to turn left for example) would themselves have to enter the weave.



**Figure 3. This is figure 5.23 from the plan, showing bicyclists approaching an intersection in Alternative 1. They must use the crosswalk they are about to enter.**

Alternative 2 is workable, though inferior to the K Street model. There is no weave. Drivers can only turn right from one lane, not three, making the intersection safer for pedestrians and bicyclists. The service road ends but cyclists could continue straight through to the cross street on what is essentially a "cycle track" (a one way path separated from the roadway by a barrier or curb). The sidewalk (and cycle track) would line up with the crosswalk crossing the side street. Cyclists and pedestrians would not have to cross the service road just to cross the side street, and cyclists would not have to become pedestrians while in the middle of the road. Cycle track design guidelines already exist and could be applied at the intersection, with requisite signage, pavement markings, etc. Note that actual cycle tracks are used in one of the two options called for by the White Flint Sector Plan. The downside of this alternative, when compared against the K Street model, is that riders would still come into conflict with right-turning drivers, and would also have to stop more frequently at intersections.

Note that new state law allows cyclists to ride across the street in a crosswalk, provided sidewalk use is permitted.

### **Local Street Design**

Streets designated as collector streets and "A" and "B" streets must provide adequate bike accommodations. We are pleased that the plan calls for bike lanes on many streets. It's important that collector streets and busy "A" streets have adequate space in the form of bike lanes or widened outside lanes. (The collector street prototype shown in Figure 5.18

of the plan that unfortunately shows no bike lanes). On any "B" streets that will carry significant traffic, bike accommodations need to be carefully considered. The idea is to avoid forcing cyclists to ride single file with fast drivers who have no opportunity to pass. That said, narrow streets like Maryland Ave. in downtown Rockville function very well for cyclists without any special width. In any case, bike lanes should always be wide enough so that the combined width of the parking lane and bike lane is 14', so cyclists don't get hit by opening car doors.

**Connection to Lewis Avenue and Twinbrook Area**

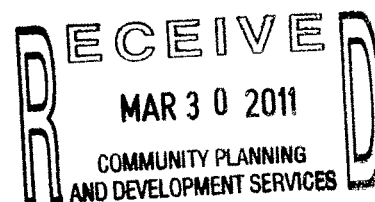
It is essential to create a bike/pedestrian connection between Rockville Pike and Lewis Avenue. We strongly support building a bike/pedestrian bridge over the railroad tracks, about halfway between Twinbrook Parkway and Edmonston Drive. Otherwise residents of the large Twinbrook neighborhood, right on the Pike's doorstep, will simply drive to the Pike. Aesthetic improvements to Lewis will do nothing for connectivity. Remember Development Principle #8: *"Rockville's Pike will be well connected with surrounding areas, providing choices for cars and pedestrians to access and move between properties along the Pike"*. A better connection is also needed close to Twinbrook Parkway. Bicyclists should not have to walk their bikes through the Metro station or over the Twinbrook bridge to get to Parklawn Drive, Rock Creek Park, etc. The plan must not preclude improving this connection.

Sincerely

A handwritten signature in dark ink, reading "Jack D. Cochrane". The signature is fluid and cursive, with the first name "Jack" being the most prominent.

Jack Cochrane  
Chair, Montgomery Bicycle Advocates (MoBike)  
7121 Thomas Branch Drive  
Bethesda, Md. 20817

March 28, 2011



Planning Commission  
c/o Long Range Planning, Community  
Planning and Development Services  
111 Maryland Ave.  
Rockville, MD 20850

Dear Planning Commissioners:

A recent issue of the Gazette newspaper stated that Rockville officials are not receiving enough feedback on plans to redevelop Rockville Pike. The plan, the article stated, is "Rockville's Pike: Envision a Great Place," and it focuses on redesigning 410 acres along a 2.2-mile stretch of Rockville Pike, starting at Richard Montgomery Drive and ending at Bou Avenue.

The only positive reason given for the plan was to improve traffic flow. The model displayed shows Rockville Pike to be widened and divided to make room for bus lanes, bike lanes, and wider sidewalks. Business storefronts would be closer to the road. There was no mention of use by privately-owned vehicles, but the Gazette article does mention that there is talk of adding additional development along Rockville Pike. New development means more traffic. Apparently, models cited for the transformation of Rockville Pike are K Street in Washington, DC, and Passeig de Gracia in Barcelona, Spain. But that is not where I have chosen to live. I live a short distance west of Rockville Pike, just north of Montrose Road. My family shops in and around the 2.2-mile stretch of Rockville Pike that is the focus of the plan. For the most part, we use a car to get to and from the stores we frequent, and depend on there being free parking space available at the stores, as well as through streets to get from one side of Rockville Pike to the other.

The new plan reminds me of the difficulties created for local residents by the development of Montrose Parkway and the re-engineering of the intersection of Rockville Pike and Montrose Road, which have resulted in (1) significant vehicular traffic on Montrose Road and East Jefferson Street in rush hour, and (2) vehicles racing down local residential streets, using them for shortcuts in order to avoid rush hour congestion. Any planning for Rockville Pike should take into account such unintended consequences.

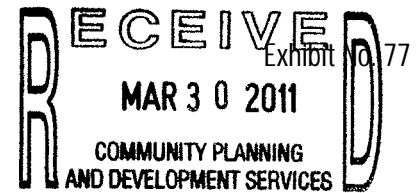
Another plan to make our lives more difficult is just what we don't need. It is true that Rockville Pike is not a very pretty street, and that it often carries heavy traffic during rush hours, but it works as a shopping street with significant tax revenues for the city. There must be some way of dealing with its traffic problems without damage to the present social and economic structure of the Pike.

Sincerely,

Susan Fonner

1705 Mark Lane  
Rockville, MD 20852





MONTGOMERY COUNTY FIRE AND RESCUE SERVICE

Isiah Leggett  
County Executive

Richard R. Bowers  
Fire Chief

March 25, 2011

John Tyner, Chairman  
Rockville Planning Commission  
Rockville City Hall  
111 Maryland Avenue  
Rockville, Maryland 20850-2364

Dear Chairman Tyner:

My Planning and Fire Code Compliance Sections have reviewed the draft plan titled "Rockville Pike: Envision a Great Place." Based on their input, I have several comments (enclosed) for your consideration. These comments mostly address fire department access along Rockville Pike and the nearby road network as they pertain to response time, and fire department access to occupancies within the planning area as it relates to tactical positioning of fire-rescue vehicles during emergency incidents. The potential need for additional fire-rescue resources to handle increased service demand associated with the proposed high density, vertical, mixed-use redevelopment is also addressed in my comments.

I appreciate the opportunity to provide comment concerning this draft plan. Please contact me on 240-777-2486 or [richard.bowers@montgomerycountymd.gov](mailto:richard.bowers@montgomerycountymd.gov) if you have questions or would like clarification of any comment.

Sincerely,

Richard R. Bowers  
Fire Chief

Enclosure

cc: Diane Schwartz Jones, ACAO, Office of the County Executive  
D/C Wheeler, Administrative Support and Technical Services Division, MCFRS  
B/C Adam Jones, Fire Code Compliance Section, MCFRS  
Scott Gutschick, Planning Section Manager, MCFRS

Office of the Fire Chief

## ENCLOSURE

**MCFRS COMMENTS ON DRAFT ROCKVILLE PIKE PLAN**Chapter 5Topic/Excerpt: Traffic flow on Rockville Pike

Comment: MCFRS supports the draft plan's position for improving traffic flow along Rockville Pike. Adjusting the Critical Lane Volume (CLV) Standard so that currently failing intersections are no longer failing is concerning; however, the City has coupled it with the boulevard concept, an expanded street network, and a more flexible system of infrastructure capacity allocation (page 5.36) that should result in improved traffic flow along the through-traffic lanes of Rockville Pike. This approach should hopefully minimize response time delays for fire-rescue vehicles along the through-lanes of Rockville Pike, and the expanded street network should provide alternate response routes for emergency vehicles to travel around traffic tie-ups at key Rockville Pike intersections.

Chapter 5, Page 5.7

Topic/Excerpt: Margin note stating: "All elements of the boulevard design, including intersection turning radii and access lane clear widths and entry points, have been designed with the needs of emergency vehicles in mind and are consistent with regulations governing these design parameters. The access lanes in particular preserve a 22-foot section between bus and bike lanes, allowing emergency vehicles to reach private properties mid-block without obstruction from parked vehicles (which are located in a separate space adjacent to these moving lanes)."

Comment: MCFRS supports and is pleased to see inclusion of this planning/design element addressing the need for emergency vehicle access within the access lanes that would parallel the through-lanes of Rockville Pike.

Chapter 5, Page 5.7 and Chapter 6, Pages 46-47

Topic/Excerpt: Figure 5.4 and the Thoroughfare Standards of the Form Code call for 7-ft wide parking lanes.

Comment: The latest County Road Code requires 8-ft wide parking lanes to accommodate wide vehicles such as fire-rescue apparatus and buses. The City of Rockville should be encouraged to provide 8-ft wide parking lanes for this same reason.

Chapter 5, Page 5.14

Topic/Excerpt: Proposed realignment of the Twinbrook Pkwy./Rollins Avenue/Rockville Pike intersection

Comment: While Fire Station #23 could be moved further south along the Rockville Pike corridor in accordance with proposed public facility siting alternatives described in the White Flint Sector Plan, the station might remain at 121 Rollins Avenue for an extended period. Assuming that Station 23 remains in place for a number of years, MCFRS is not in favor of the proposed realignment of the Twinbrook Pkwy./Rollins Avenue/Rockville

Pike intersection as depicted in Figure 5.11. A straight path across Rockville Pike, from Rollins Avenue to Twinbrook Pkwy., as the current alignment allows, minimizes response time to points east of Rockville Pike along Twinbrook Pkwy. The proposed realignment would create a greater travel distance and the need for fire-rescue vehicles to make a right turn onto southbound Rockville Pike, followed by maneuvering across several lanes of traffic before making a left turn onto Twinbrook Pkwy. The additional travel distance and maneuvering would delay response time to and along Twinbrook Pkwy. This could be significant considering the future high-density development planned for the area surrounding the Twinbrook Metro Station that will create a higher demand for fire-rescue services.

Chapter 5, Page 5.31

Topic/Excerpt: Vertical mixed-use redevelopment

Comment: Vertical mixed-use redevelopment will increase density and therefore fire-rescue incident call load. The extra call load will challenge MCFRS operational capacity, potentially increasing the need for additional operational resources (i.e., emergency medical and/or fire suppression resources) to be located within or adjacent to the area addressed by this plan.



**Fw: Rockville Pike Draft Plan****Jim Wasilak** to: David Levy, Mayra Bayonet, Cynthia Kebba

04/04/2011 01:29 PM

FYI

---

R. James Wasilak, AICP  
Chief of Planning  
Department of Community Planning and Development Services  
City of Rockville, Maryland  
240-314-8211 (direct)  
240-314-8210 (fax)  
240-314-8200 (CPDS main)  
www.rockvillemd.gov

----- Forwarded by Jim Wasilak/RKV on 04/04/2011 01:33 PM -----

From: kraskin3@comcast.net  
To: planning.commission@rockvillemd.gov  
Cc: mayorcouncil@rockvillemd.gov  
Date: 04/04/2011 12:45 PM  
Subject: Rockville Pike Draft Plan

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Dear Planning Commission,

I'd like to write a few of my thoughts about the Draft Plan:

1. I, as well as many other women, do not like parking in indoor parking garages, whether they are underground or above ground. The main reason is that I do not feel safe in them, regardless of the time of day. Additionally, if I am just going in quickly to a store or restaurant, I do not want to have to pay for parking. For example, if I want to get a takeout sandwich at Cosi in Rockville Town Square, I do not want to pay \$1.00 additional for a \$7.00 sandwich. As a result, I do not go to Cosi when I want to get a sandwich for lunch.

2. There is already far too much traffic on Rockville Pike, especially on the weekends. The proposed ten lanes of traffic and increased density of development will make an already serious problem even worse.

3. I frequently shop on Rockville Pike, whereas I never shop at Rockville Town Square. On the Pike, I like the convenience of the on-street parking, as well as the variety and affordability of the restaurants and shops. It is a bustling, thriving area economically. On the weekends, there are long lines to get into restaurants. With increasing density, I can't imagine wanting to deal with the ensuing crowds of additional shops and restaurants.

4. I have two children and am thus concerned about overcrowding of our public schools. Rockville counts on its AFPO to protect against road and school overcrowding. My understanding is that in order to build this Draft Plan, the APFO would have to be

significantly weakened. That is a dangerous route to go down.

5. I have not met a citizen who has liked this plan. So I will add my name to those who think it should be stopped.

Sincerely yours,

Karen Raskin

**WESTERN MONTGOMERY COUNTY CITIZENS ADVISORY BOARD***Bethesda-Chevy Chase-North Bethesda-Rockville-Potomac*

April 1, 2011

The Honorable John Tyner, Chair  
City of Rockville Planning Commission  
111 Maryland Avenue  
Rockville, MD 20850

Dear Mr. Tyner:

Thank you for this opportunity to provide testimony from of the members of the Western Montgomery County Citizens Advisory Board (the "CAB") concerning the development of the City of Rockville's (the "City") "Rockville's Pike: Envision a Great Place" plan (the "Draft Plan"). CAB members had an opportunity to consider the Draft Plan at a recent meeting of our Land Use Committee. Members of the CAB are very appreciative of the time taken by Community Planning and Development Services staff to review the Draft Plan with us.

As you may know, the CAB is committed to a vision of transforming MD 355 into an attractive, functional corridor that supports growth, encourages multiple modes of transportation and enhances both commercial and residential experiences. As such, we view the City of Rockville's plans for Rockville Pike as integral to the success of this corridor, both within and outside City boundaries.

We agree with City leaders that there is a serious incompatibility between the White Flint Sector Plan and the City's engineering designs for what should be an integrated roadway. Compatibility and smooth transition from one section of Rockville Pike to another is not just aesthetically preferable, but also critical to ensure that design differences do not impede upon the traffic (vehicular and pedestrian) improvements that are so critically needed. For example, Bus Rapid Transit is planned for and viewed as critically important for 355 from Friendship Heights up to and through Montrose Road. However, the Draft Plan as presented currently would not support such an important regional infrastructure need. This disconnect creates an unnecessary and unwise bottleneck.



Bethesda-Chevy Chase Regional Services Center

4805 Edgemoor Lane, Bethesda, Maryland 20814-5305 – 240/777-8200, TTY 240/777/8212, FAX 240/777-8211

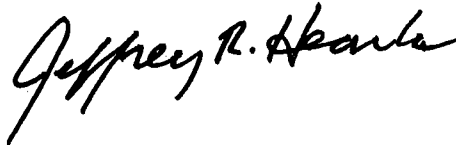
Our specific concerns are:

1. A lack of integration and analysis with previously-approved plans adjacent or contiguous with the City of Rockville boundaries. Although the Plan acknowledges that Rockville Pike serves as a regional corridor through Montgomery County, the Draft Plan does not address integration with adjacent plan areas or evidence consideration of proposed redevelopment plans that will undoubtedly affect the Draft Plan assumptions.
2. The public transportation elements outlined in the plan address local traffic congestion, but do little to address the effects of through-traffic commuting. Given the imminent BRAC expansion, the continued growth in enrollment at Montgomery College and the residential population growth in northern Montgomery County, it is inevitable that the City of Rockville section of Rockville Pike will remain a substantial corridor for longer range commutes. To the extent that the City can encourage and connect to long-mid-range public transportation options (such as Bus Rapid Transit, bus priority lanes, etc), the more viable public transportation becomes as a commuting option – reducing vehicular congestion within the City and beyond.
3. Pedestrian safety issues. Based upon the drawings shown, it appears that pedestrians who wished to cross Rockville Pike would need to traverse 10+ traffic lanes to move from one storefront to another. Leaving a store on the eastern side of Rockville Pike requires crossing the 2-lane eastern access road, 4 lanes of northbound traffic, 4 lanes of southbound traffic and then crossing the 2-lane western access road. Although there are pedestrian “refuges” in the green areas defining the access roads, this seems unlikely to result in either greater pedestrian traffic or increased safety. Another concern is the hazard created by the design’s requirement that pedestrians navigate the parking indicated in the access lanes. Pedestrian safety studies have shown that pedestrians are particularly at risk when visibility is hindered by such parking arrangements. These configurations also pose serious obstacles for the disabled.
4. Turning movements as designed present serious safety concerns. There are serious concerns over the turning movements as the vehicles on the service lanes interact with vehicular movements from the through lanes at intersections as they turn into the network streets. It appears that the present design presents unnecessary challenges for what can be anticipated to be a normal traffic pattern. Additional concerns emerge with the intermingling of bicycles, transit vehicles, automobiles and trucks at these intersections and in the service lanes. This confusion of movement will also negatively impact pedestrian safety as one tries to cross the 12 lanes of *signalized* traffic.

Because of these issues we urge you to consider alternate designs and perhaps alignment with the White Flint Sector Plan. At a minimum, allowing the two Glatting Jackson teams to reach a consensus seems appropriate as we seek to forge a common good position.

Thank you again for this opportunity to provide the CAB's thoughts concerning the development of this important plan.

Sincerely,

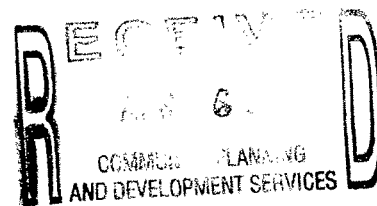
A handwritten signature in black ink that reads "Jeffrey R. Hearle". The signature is written in a cursive style with a large, stylized 'J' and 'H'.

Jeff Hearle, Chair  
Western Montgomery County Citizens Advisory Board

cc: The Honorable Isiah Leggett, County Executive  
The Honorable Valerie Ervin, County Council President  
The Honorable Phil Andrews, County Councilmember, District 3

LAW OFFICES  
ELLIS J. KOCH  
5904 HUBBARD DRIVE  
ROCKVILLE, MARYLAND 20852

(301) 231-9480  
FAX (301) 881-9465



April 4, 2011

Rockville Planning Commission  
Long Range Planning/CPDC  
111 Maryland Avenue  
Rockville, MD 20850

Re: Rockville Pike Corridor Plan  
1190 Rockville Pike

Dear Commissioners:

I represent the owners of 1190 Rockville Pike. They are an elderly couple that was in Florida at the time of the public hearing. I understand that the record is still open for public comment.

Our concerns are twofold. First, there is a storm water management inlet and system directly under the current service road now proposed for bus transit. It is my client's responsibility to maintain this storm water inlet and system. If buses begin to transit that service road, it will greatly increase the weight on the system and the wear and tear on the surface inlet. If you adopt a bus transit plan utilizing this, then provisions have to be made to transfer maintenance responsibility from the owner to either the City of Rockville or WMATA. Second, if there is a bus stop in front of the property, then provision has to be made for maintenance of the surrounding sidewalk area by either the City or WMATA.

Please include these considerations in your review process on April 27, 2011 and any subsequent proceedings.

Very truly yours,

A handwritten signature in dark ink, appearing to read "E. Koch", is written over the typed name.

Ellis J. Koch

EJK:rs  
cc: Gus Stamoulis